

Intimations.

New Plant!

More Hands!!

Improved Processes!!!

Our Factory has become much too small. Orders have been pouring in like a flood. Our facilities were never so good as they are now. Our capabilities for handling a BIG trade never so complete as at present. Our system never so good. And yet with all this, and increased knowledge arising from previous experiences, the flowing tide has so completely swept us along we are well-nigh overwhelmed. New machinery, more hands, and further sub-division of labour are being actively carried out and vigorously pushed forward, and everything else we can do is being done. We shall soon be able to cope with any amount of new trade. Write us.

WATKINS LIMITED.

Aerated Water Manufacturers.
Hongkong, 30th July, 1901. [714c]

COTTAM & Co.

JUST ARRIVED.
THE FAVOURITE SUMMER COLLAR
1 1/2 INCH "LEADER"
BATH GOWNS,
OVERLAND TRUNKS.
Hongkong, 29th July, 1901. [671c]

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.

A. I. MARTY,
Agent.
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1896. [720c]

KELLY & WALSH, LD.

For the Rapid and Effective Despatch of your Correspondence you should use

THE YOST TYPEWRITER.

Catalogues and Full Particulars upon Application.

Hongkong, 29th July, 1901. [690c]

WILLIAM POWELL, LIMITED,

GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

QUEEN'S ROAD CENTRAL.

Are now showing a large and varied stock of SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c. MILLINERY.

Latest London and Paris Fashions constantly arriving, inspection invited.

R. G. HECKFORD,
Manager.

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
"THE FAVOURITE WHISKY IN THE OLD COUNTRY."
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.
Hongkong, 25th July, 1901. [777c]

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

AUSTRALIAN VAUDEVILLE AND SPECIALITY COMPANY.

GRAND OPENING NIGHT,
GRAND OPENING NIGHT,
TO-NIGHT!
TO-NIGHT!
AND EVERY EVENING.

SATURDAY, August 3rd.
FIRST GRAND MATINEE.

When Children will be admitted at half-price to all Parts of the Theatre.

SATURDAY NIGHT
NEXT,
COMPLETE CHANGE OF
PROGRAMME.

BOX PLAN now Open at ROBINSON PIANO Co.

PRICES—\$3, \$5, \$1.

Soldiers and Sailors in uniform half-price to Back Seats only.

NOTE.—A Special Tram will leave every Evening 15 minutes after fall of curtain.

Mr. J. FRANK FINLAY, Business Manager.
Mr. W. H. BROWN, Representative.
Hongkong, 31st July, 1901. [807c]

NOTICE.

THE Public are hereby notified that the PIECE OF VACANT GROUND at the junction of Plantation Road and Aberdeen New Road at Plantation's Gap, the Peak, comprising Rural Building Lot No. 62, will be CLOSED TO-MORROW, 1st August, and that no access will be permitted thereto for one day.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

BUTTERFIELD & SWIRE.
Hongkong, 31st July, 1901. [821c]

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [799c]

TO LET.

GODOWN—No. 5A, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RIFON TERRACE.
BLUE BUILDINGS, No. 3, 2nd Floor.
"THE RETREAT," MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [820c]

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 1st August, at 3 P.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 31st July, 1901. [820c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the above Ports, on SATURDAY, the 3rd August, at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 31st July, 1901. [812c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"SHIRE" LINE.

FOR SAN FRANCISCO.

THE Steamship

"FLINTSHIRE."
Captain Dwyer, will be despatched for the above Port, on TUESDAY, the 6th August, at 4 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 31st July, 1901. [818c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 14th August, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901. [821c]

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stroke. We are inclined to think that it is Tommy's thirst which is at fault. He is (and no disrespect intended) a most irresponsible being, and well described as an absent-minded beggar. This absent-mindedness frequently leads him to indulge in a good long pull of canteen beer on the top of a heavy tiffin, then to take a bit of a snooze and afterwards stroll out to walk or play cricket in the hot sun. Then Tommy wonders what knocks him over. Anyone who has experienced the effects of even a pint of light German beer followed by a walk in the sun, can answer Tommy's question for him.

As a matter of fact there is a deal of truth in what Kipling says about the young British soldier who comes out to the East. We don't mean to go as far as Mr. K. however, and say that he "behaves like a beast," for we don't think he does more than other folks, but he certainly does occasionally "act like a fool," and especially in the beer question. For this his superiors are in a great measure to blame. We do not think that Tommy would object if some other beverage were substituted for it during the hot weather up till, say six in the evening, after which he might have his beer to his heart's content. Were this done we are told on excellent medical authority that Tommy would not suffer from the heat half as much as he does. And we don't want any aggrieved Tommy to come to us and say we are trying to rob him of his beer, or calling him a beast and so on, and ask us to come out and fight, as some foolish man is sure to do. We have a great love for Tommy and we don't want to see him get sunstroke. That's why we rub this little lecture into him.

Pro-Boer Methods.

We commented the other day on the means taken by the pro-Boer Party to pack Queen's Mall with their sympathisers, and carefully exclude all who were opposed to them in order to make their meeting absolutely unanimous. We are pleased to see that the home papers have taken the matter up thoroughly, and ventilated it to such an extent that the Boers must see that the whole meeting was a farce, so far as expressing the views of the people—was concerned. The papers were very outspoken on the subject, and Mr. LABOUCHERE and his crowd of hangers on must by this time fully realize the healthy contempt which is felt for them and all of their kindred.

The bottom has also been completely knocked out of the dismal picture drawn by Miss Houshous as to the conditions prevailing in the refugee camps, and this, as will be seen by reference to another column, by a gentleman whose name alone gives one the impression that he might be excused for painting matters as black as possible for the British. It is not these methods that will avail the Boers or their partisans anything, for there will always be found honest men among their own party who will give the lie to their essays of imagination and worse.

REUTER'S TELEGRAMS.

AUSTRALIA, AND THE IMMIGRATION QUESTION.

LONDON, July 29th.

The Hon. Edmund Barton, Premier of the Australian Commonwealth, has introduced a Bill into the Australian Parliament containing drastic restrictions upon immigration, including the educational test.

THE PROPOSED GRANT FOR LORD ROBERTS.

In a message from King Edward, which has been presented to Parliament, His Majesty says that considering the eminent services of Lord Roberts to the country, and desiring to confer upon him a signal mark of favour, he recommends that a grant of £100,000 be voted to the distinguished Field-Marshal.

THE SOMALILAND OPERATIONS.

The Mad Mullah has been defeated with heavy loss.

WEATHER REPORT.

The Observatory report says:—On the 31st at 12.10 p.m. the barometer has fallen slightly on the China coast. Pressure is highest over Japan, and gradients continue slight with light S. and S.E. winds on the China coast and in the N. part of the China Sea.

Forecast:—Light S.E. winds; showery.

LOCAL AND GENERAL.

THE plague return by the Governor of the Cape again reports no deaths amongst Chinese there. Their immunity seems extraordinary. The *Penang Gazette* says Count von Waldersee on arrival at Batavia did not go ashore, as he found that cholera was prevalent in that town.

By reference to our advertising columns it will be seen that the sailing date of the steamship *Hongkong Maru*, for San Francisco, has been altered to Saturday, 3rd August, at daylight.

The *Singapore Free Press* of the 23rd inst. contains an obituary notice of the late Mr. Amot Reid, for ten years editor of the *Straits Times*. He left Singapore for England a little over a year ago.

WE are pleased to see that Lord Roberts is likely to get the substantial little sum of a hundred thousand pounds voted to him by Parliament. It is just as well to reward our great leaders, thus, for it spurs others on to emulate them in the hope of similar recognition, and our leaders are too honest to grow rich in their commands, as do those of other countries. Of course there will be a great outcry on the part of Mr. Labouchere and other pro-Boers at this wanton waste of money upon a highway robber, desecrator of homes, etc., etc., but we do not think that this will prevent the vote being passed, and so showing the Boers the true temper of the nation.

A MARRIAGE has been arranged, and will take place in August, says a mail paper, between Marcus Warre Slade, barrister-at-law, of the Inner Temple and Hongkong, second son of the Rev. George Fitzclarence Slade, rector of Buckland, Surrey, and Isabel, eldest daughter of the Rev. H. Savill Young, rector of Englefield, Reading.

WOLVES, an Indian paper states, have been unwontedly daring of late in the vicinity of Cawnpore, venturing right into Cantonments. Quite recently, in Mirpur, a little boy was dragged off his charpoy, and in the act of being carried away when his cries luckily roused some men who were sleeping near, who rescued him, but the animal escaped.

A HOME paper says the Hon. Ella Campbell Scarlett, M.D., daughter of Lady Abinger, who recently returned from Seoul, Korea, where she occupied a position in the Imperial household, sailed on 16th ult. in the transport *Assaye* for South Africa, having been appointed by the Colonial Office to be one of the doctors to the refugee camp in the Orange River Colony.

A SIMLA despatch of the 10th inst. says:—Deaths from plague have again increased in number during the week ending July 6th, the principal increase being in Bombay Presidency where the figures have risen from 381 to 874, and in Mysore from 93 to 157. Otherwise the figures are nearly stationary, the figures throughout India reading 1,125 as compared with 821 last week.

A CRICKET match was played at home on June 22 between the Hongkong and Shanghai Bank and the Tyros Cricket Club. The following were the scores:—Tyro C. C. Bellamy, 28; J. E. Gardiner, 7; Stevens, 19; Rev. O. W. Darling, 1; Rev. A. S. Anderson, 14; Cronk, 11; Geary, 49; A. F. Gardiner, 1; Dlyth, 17; Price, 12; Swallow, 11; extras, 14; total, 184. Hongkong and Shanghai Bank: R. R. Whistler, 16; A. C. E. Elborough, not out, 86; K. F. Gordon, 10; C. R. Rice, 14; Gower, 2; R. Nicholson, not out, 1; T. Longmuir, C. J. Dudley, R. D. Sedgwick, Grayburn, C. J. London, did not bat; extras, 2; total, for 4 wickets, 131.

It is rumoured, says a Bangkok paper, that there is great fermentation of feeling amongst the Royalty of His Majesty's Household over a seeming affront which was recently offered, by a Siamese Official of the Krom Wang to a lady of the Royal Court. It is said that while Her Royal Highness Lady Choin Pah, a niece of the late Regent and mother of Princess Sevilli was out driving escorted by cavalry, the carriage of Phya Bamur-bhakdi, Under Secretary to the Royal Household, drove through the cavalry guardsmen, one of whom immediately resented the affront by slashing the Under Secretary on the neck with the blunt of his sword.

As was before reported by Japanese papers, the remarkable increase in the production of camphor in Japan of late has seriously affected the Formosan camphor market, and quotations which at one time stood at Y95 have declined to Y75. This, says the *Kobe Chronicle*, has largely reduced the revenue of the Formosan Government, and measures to make good the loss are now being considered. It is suggested in some quarters that regulations for control of the camphor business in Japan should be enacted for the protection of the camphor industry in Formosa. This is, however, considered impracticable, as the forestry system is only in its initial stage in Japan, but it is believed a tax will be imposed on the camphor business in this country.

SOME Peking relics and curios were sold at home at Mr. J. C. Stevens's sale on 25th ult. The more important from Peking were the following:—A rich scarlet silk coat, beautifully embroidered with flowers and birds, lined with yellow fox—£52 10s.; a very fine blue silk-lined sable coat, 42 in. long—£22 1s.; a Chinese complimentary umbrella, each ribbon bearing the name of one of the subscribers, said to have been the property of a leading Boxer whose decapitation was demanded by the Allies—£12 12s.; a peacock-blue silk coat, lined with Russian sable—£69 6s.; a violet robe lined with embroidered lambskin, £13 13s.; and a Chinese Imperial seal, in silver, weighing about 14lb, said to be about 257 years old—70 guineas.

STRENUOUS efforts are being made to develop tin-mines at Hin-Boun in Laos, says a recent *Siam Free Press*. As far back as 1896, a company to work the land was started at Saigon. The only thing done since has been surveying and prospecting work. Last year mining work was fairly started. Shafts were sunk, and leads traced. Upon this, machinery and other mining appliances were ordered from France. The Saigon *Opinion* calls attention to the fact that it is a wholly French enterprise worked with French capital. Further mining operations are expected to be soon started with vigour. Specimens of metal from the mine are on view at Saigon. These include ingots of tin which are said to stand favourable comparison with the Malayan article.

A RECENT Bangkok paper says:—In tropical countries nature has, provided plants, which need merely to be tapped to provide the parching traveller wherewith to quench his thirst. Such a vegetable reservoir, the "Travelers' Tree," is now to be seen in its glory at Bangkok, Siam. It is a wonderful sight, too. The trunk reaches a height of 20ft., while the 20 to 40 monster leaves spreading therefrom like a fan are over 3ft. long. These leaves are a foot wide, and generally torn by the wind, like banana leaves. If any one of the leaf stems be pierced, a small stream of cool, sweet water rushes out of the aperture. The cross section of such a leaf stem reveals within a small canal extending along its whole length. It is reasoned that the moisture in the hot atmosphere, coming in contact with the cool leaves is condensed on the latter and carried down the canal. This travellers' blessing is found in many sections of Southern Asia. The tree at Bangkok is now in full bloom.

THE HONGKONG POLICE.

THE CAPTAIN SUPERINTENDENT.

Of all thankless tasks commend us to that of Captain Superintendent of Police. Three nationalities to arrange for and the European section divided up into innumerable cliques not in accordance with the code laid down. The men full of complaints and suffering from grievances that, under the present regime, never come to the light in a proper manner (when many a sore point would be cleared away). There is an absolute want of mutual trust between master and men. The master is full of an overweening confidence in himself and his methods, but appears wanting in that tact and the capability of ruling a body of men. The men on the other hand fear and distrust him, hence, chaos.

At the Captain Superintendent is not wanting in all things. If he is a hard man, he has a number of hard cases to deal with, if his ways are not the ways of his officers, surely he should know best. What branch of the Government service have received a rise of 20 per cent in pay in the last few years such as Captain May after an immunity of trouble, has secured for his particular branch? What man could have done better with regard to policing the New Territory? Taking over a large district with an insufficient force and inadequate means, with bad housing and a number of unacclimatized new recruits?

One of the chief grievances is the manner in which the men are received if they venture to bring forward any of their troubles. It passes all understanding, say they, that an otherwise sane man should have so lost his identity as to forget that the supplies before him are men before they are policemen, and that in a small minded manner should try and imitate love in the Central Police Station. The dissatisfaction amongst the men is not so much caused by great abuses, as minor harassings, worryings and a general feeling of unrest and distrust, in a great manner caused by the underlings, who, in copying the manner of the Captain Superintendent, think it the sincerest form of flattery.

What can be wrong in having a good enquiry into the working of the Hongkong police force? The men would welcome it as what has the Captain Superintendent to hide? Before it starts, we come off with flying colours, the complaints of the men would melt away like snow before the sun, the men who talk loudest in a back street would have least to say in the witness box, and each would give evidence for his own particular good, forgetting the good of the many. Never before has a more disunited body of men come under our observation. The man with a Sow West of Ireland accent made to feel out of the running in comparison with the pure twang hailing from Aberdeen. The fact of an enquiry being thought necessary is strong presumptive evidence of mismanagement, but it will settle the question once for all. On the one side we have the men and the men distrustful of one another will make such a hash of it that, in the end, the one who at present in his might is said to be lost to all sense of proportion will be rendered more secure than ever.

FIRE IN QUEEN'S ROAD.

This morning there was an outbreak of fire in the back premises of A. Chee, the well-known tobacconist of Queen's Road. But for the prompt attendance of the Fire Brigade there might have happened a big fire, including the burning out of the Hongkong Telegraph offices.

MESSRS. W. S. BAILEY & CO.'S LATEST ACHIEVEMENT.

Very few people living in Hongkong are aware of the industry that is growing up under the capable hand of Messrs. Bailey and Murphy, otherwise Messrs. W. S. Bailey and Co. Some fifteen months ago these gentlemen decided to go into the ship building trade. Having just about as much work at the time as they were able to do, they decided to purchase and do a bit more, and the premises which the party invited to the trial trip of the new water boat were shown over yesterday as the result of the firm.

One is amazed on landing at the many evidences of resource and management. The machine shop is naturally the show place, and there are no better specimens of the output of Great Britain in the engineering line than the long rows of lathes, planing machines, drills &c. Nothing cheap or shoddy, but all of the best, showing it is no idle boast of the firm that their work is the best. They secure the best workmen by the sure way of paying the best wages and looking after their comfort. Right through the various departments the same thoroughness is apparent, moulding room, foundry, carpenters shops, fitting shed and store all bearing evidence of the personal supervision of two men who thoroughly know their business. Small wonder then, that Messrs. Bailey & Co. are kept as busy as they can be when other yards are complaining of slowness, as shown as one boat is launched another keel is laid down. There have been fourteen launches from their works in fifteen months, the workmanship on one ensuring an order for another.

The water boat the party were yesterday invited to inspect was built to the order of the Hongkong Steam Water Boat Co. and is a credit to the firm that turned her out. Designed, built, engine, and furnished in the one yard, there is no trace of the shoddiness one sees on some of the launches built in the Chinese yards. 100 feet long with a beam of 20 ft. and about 10 feet 6 inches draft, she is a very powerful boat, well able to carry the 175 tons of water she was built for. Fitted with compound engines she made 7 1/2 knots with 80 tons of water in her tanks and again with 20 tons did a bit better than 8 1/2 knots. She is fitted with the boiler on deck, tested up to 250 lbs. to the square inch and working at about 120 lbs. Great satisfaction was expressed yesterday by Mr. J. W. Kew, Manager of the Water Boat Co. Mr. Kew's idea in these boats (and many an important suggestion has been made by him in the building) is to ensure perfect cleanliness, and the plans of the contractors should ensure this. The water is obtained from the Government filter beds and under the existing arrangements in these boats must be free from all contamination. This must tell, and it will, not be long before Mr. J. W. Kew's Co. will be the monopoly of the water supply. One thing seems certain that Messrs. W. S. Bailey & Co. will be hard men to compete against in future orders after the work they have turned out in the new No. 3.

After the firm Mr. Chau Siu Ki proposed the health of the contracting firm in a few well chosen words, and was replied to by Mr. W. S. Bailey. Success to the Water Boat Co. was proposed by "Mister" Murphy in his happiest manner and responded to by Mr. J. W. Kew. The visitors and the press were also toasted. A start for home was made and Blake pier reached about 3.45, the boat travelling well through the water without fuss, completing a most enjoyable and instructive trip.

INTERPORT CRICKET MATCH.

We are informed by the Committee of the Hongkong Cricket Club that the Interport Cricket Week has been definitely fixed for the 11th-16th November, and these dates have been accepted by Shanghai and the Straits.

AT THE MAGISTRACY.

REFUSING TO PAY UP WHEN DRUNK.
Henry Lewis was fined \$2 for being drunk and refusing to pay his rickshaw fare.

GATHERING THEM IN.

Robert Christian was declared to be a vagrant and sent to the House of Detention.

CREATING A DISTURBANCE.

Emil Johnson and Barmann Berg were charged with creating a disturbance in the Sailors' Home. Percy Hardman said he was Assistant Superintendent. The two defendants were fighting about 12 midnight. P. C. 9 arrested them. They admitted being drunk and fighting and were fined \$2 each.

FIGHTING.

August Anderson was fined \$5.00 or 8 days for disorderly conduct in Queen's Road. He said he was not very drunk—that an awful thing this drink must be that he hear so much about it. We never hear of men fighting on milk or cold tea; perhaps that accounts for the supremacy of Great Britain. She can drink, and she can fight.

HOW PRO-BOERS GET THEIR FACTS.

THE REFUGEE CAMPS.

Mr. Adrian Hofmeyr, in a long letter to the Times, says:—
"I have seen more of those camps than [Miss Hobhouse] has, because I visited those in the Transvaal also; and after my visit I can only say that I thanked God that England was acting so generously and kindly towards the women and children of my poor people. I went among them as their well-wisher, not hiding the fact, however, that I was a loyal British subject. I spoke their language, I met them alone, and got them to pour out their hearts to me. The universal opinion entertained by the men and the women was that they were treated by the officials with the greatest courtesy, and that under the circumstances nothing more could be done for them unless it were to send them home. Naturally they would have preferred the latter, though the wiser among them said, 'It will do now, but after a little while we are afraid great trouble will come to us if we are found on our farms.'"

"Naturally, when Miss Hobhouse condescended with the refugees, and told them that, as an English lady, she so heartily sympathized with them, they made the most of their grievances, and were shrewd enough to see that through Miss Hobhouse, an Englishwoman, they were damaging their enemies, the English people, in the eyes of the world. Let me give one incident. I visited the Bloemfontein Camp the very day after Miss Hobhouse did. I had a long meeting with the men in the commandant's big tent, and was surprised at the questions they asked me, namely: 'Is it true that the Liberal Government will be in power soon?' 'Is it true that English public opinion is coming round rapidly, and that we will get back our independence after all?' 'Is it true that some foreign Power or other is sure to interfere shortly?' I explained to these men that, as far as human foresight went, nothing of this was going to take place, and said, 'Who told you all this rubbish?' Their answer was, 'The English lady who was here yesterday.' Imagine my surprise and sorrow. I do not say that Miss Hobhouse did make such communications to them. I only repeat that such communications to me. I argued with the men, trying to prove how futile it was to go on fighting, and urging them to influence the men still in the field to stop fighting. They agreed with me, and said they would fight for peace; but every one can understand how visits of such English ladies must unsettle their minds again."

THE MEDITERRANEAN FLEET.

In view of the letter from the Navy League which we published on Monday, the following extract from the London Daily Telegraph of 25th instant is of interest:

Mr. Arnold-Forster was asked in the House of Commons last night whether official attention had been drawn to a letter from Lord Charles Beresford complaining of the want of strength and the want of proper war organization of the Mediterranean Fleet. "It would be impossible to condemn too strongly the indiscretion, not, presumably, the fault of Sir John Fisher's second in command, by which such a communication has found its way into print. There could be no more irregular method of exciting public interest in a subject which in itself is of supreme importance to the Empire. The Parliamentary Secretary of the Admiralty admitted by implication the authenticity of the letter, but pointed out that there was nothing in it to show that it was deliberately intended for publication. 'It seemed highly improbable,' continued Mr. Arnold-Forster, 'that the Rear-Admiral would take a step so contrary to the discipline of the Navy.' It is, indeed, much easier, in face of the unpleasant alternative, to accept the hypothesis of breach of faith in some other officer rather than breach of Beresford. British officers on active service have not been in the habit of venturing general criticism of the forces under their command, or of making public property of the opinions at which they have arrived while in a confidential position. To divulge inside professional knowledge or judgment in this way would be like revealing Cabinet secrets. It would be a method undignified in itself, gravely prejudicial to public policy, and setting an example of irresponsible criticism which if followed, would be subversive of the discipline of the Fleet from top to bottom. We are, therefore, entitled to assume, when Mr. Arnold-Forster, that the characteristic views of the Admiralty could hardly have been designed for publicity. They are liable, for this very reason, now that they have been rushed into print, while expressed with all the vigorous attitude of private remarks, to create exaggerated apprehensions. There can be no dispute, for a moment, as to the immense gravity of the issue raised by any question of the efficiency of the Mediterranean squadron. No matter where our chief fighting fleet may ride, that point, and no other, is the vital spot of Empire. It is the very centre of our strategic system, and the backbone of our whole defensive organism. If the Mediterranean force were crushed in some swift and stupendous outbreak of war, our entire naval organization, for all ultimate purposes, would be like a watch with a broken mainspring."

What the Mediterranean fleet needs is a greater margin of strength than it at present possesses; and though there is no real reason for alarm, and not a shadow of cause for panic, we can take out no better insurance policy for the Empire than that of furnishing Sir John Fisher, by quiet and steady reinforcements, with the numbers which, in Nelson's famous phrase, can alone annihilate.

INCINERATORS AND THE DESTRUCTION OF REFUSE IN CALCUTTA.

Some of our readers in view of a Refuse Destructor being installed in Hongkong, may be interested in the following article, from Indian Engineering. We only print it for the purpose of those incompetent to judge, as of course those who will, at some future time, have the fixing up of the business, have already had it under anxious consideration for many years, and presumably, what they don't know about destructors and incinerators, isn't worth knowing.

"The installation of additional incinerators for the destruction of refuse in Calcutta ought not to be much longer delayed. With the advantages which modern plant offers it is ridiculous that over thirty thousand waggons of ten ton loads each should continue to be hauled down to the square-mile annually at a cost of nearly forty thousand rupees, in addition to the tons of refuse which are dumped into the outlying parts of the suburbs daily. Modern destructors are capable of not only destroying refuse and converting it into clinker, but of developing power which can be utilized in several directions. It is necessary to adopt high temperature destructors with artificial draught in order to thoroughly destroy the refuse and avoid a nuisance. Every refuse destructor also should be combined with power plant. The high temperature destructor may be combined with a steam boiler which can be utilized for, say, a mortar mill, clinker crushing, or sewage water pumping. We can hardly compare the results of the work of incinerators in Europe with those hitherto installed in India. The refuse of most Indian towns and cities varies widely in its composition, and may be 200 per cent. It is lacking in coal cinders so common in English cities. On these grounds it must not be expected that refuse destructors will be so successful in India, but they may prove that burning is less expensive than removal by carts or rail.

There are several directions in which improvements have been recently effected. In the first place it must be remembered that low temperatures and natural draught cells are always liable to be accompanied by nuisance, and that they do not inevitably destroy all the refuse. We therefore advocate the high temperature cells with forced draught. The destruction of refuse is the primary object of the plant. By having the boiler in the proper place it is now quite possible to raise a large volume of steam after the cells have fulfilled their primary object. When we speak of high temperatures we mean considerably over 800° F. Some authorities say that 1250° F. is sufficient, but the higher it reaches the more serviceable is the plant. Those destructors, which are the most efficient as destructors, are the most efficient as steam raisers."

The steam boilers used in connection with the destructors have been vastly improved of late years. Some have been recently made for use to work at a pressure of 200 pounds to the square inch. The steam boiler must not be used as a kettle, as this thwarts the primary function of the destructor. It should be set upon approved blocks and all unnecessary brick-work must be avoided. Flues should be capacious as deposits are rapid and great. Roomy flues allow a free circulation of the gases and tend to a better utilization of the heat. In fact all flues in connection with the cells should be large. With the best form of destructors the chimney can be reduced in height, the high temperature of the gases being reduced by absorption for power purposes. When this is not done high chimneys are a necessity and they have to be provided with good fire brick linings. Artificial draught is an absolute necessity. It turns the fuel independently of the chimney, and it is more under control. The steam jet blower is mostly in evidence with modern destructors, but the fan is also extensively employed. With a properly designed destructor and power plant the combustion chamber temperature may exceed 2000° F., and yet by boilers of ample heating surface the temperature of the gases at the chimney base may be reduced sufficiently low as not to be destructive.

There is another important difference in the modern incinerator. The grate area is now much smaller. The larger furnaces are more suited for low temperature combustion, but for reasons already given we think this method a mistake. Whether the large or the small furnace is better adapted for the *kulcha* of India must be a matter of experiment, but we fear that large furnaces and comparatively low temperatures will necessitate some form of furnace cremator. To adopt this is to go back to what was discarded many years ago. Large masses of material, especially if holding much moisture, are proportionately more difficult of combustion, and therefore we come back to small furnaces with artificial draught.

We do not question that there are more difficulties to contend with in the town's refuse in India than there would be at home. The matter has been practically settled. It seems to us that it is a question of adopting the modern plant to the more bulky and less combustible material to be consumed. The varying conditions of moisture of the refuse, and the varying relation of the bulk as compared with the weight must be calculated for, and may require some modification in the form and construction of the furnace cells. It may be found necessary to assist combustion of refuse by the addition of it of more combustible material. As coal is cheap in Calcutta this, if found necessary, should not prove an insuperable difficulty.

The Harrington incinerator in use in Calcutta for a portion of the refuse is an alleged improvement on the inventions of Garlick and Christenson, which were tried in Bombay. It is said to dispose of 12 tons per furnace a day. It appears to be necessary to cremate the smoke in combustion chambers. The types of destructor vary in the method of charging the cells: some are fired by hand, others through hoppers, and a third kind from hoppers over the back end of cells by means of travelling trolleys or tanks with automatic outlets. There is a point of great importance in the regularity of charging the cells and again in the avoidance of a dust nuisance. We may perhaps mention other forms of destructors, viz. "Fryer's" improved by Messrs. Boubou, Wood and Brodie's Patents; the Horsfall Destructor—still very popular; the Warner Perfectus Refuse Destructor; the Benmar and Dear Patent Refuse Destructor; the Willoughby Refuse Destructor; the Malmud "Simplex"; Baker's Refuse Destructor; the Acme; and the Pneuma Destructors. Each has its good points, but they are all constructed for Western types of refuse. The best forms have small furnaces with artificial draught and require a comparatively low chimney. The temperature is very high and the hot gases given off are utilized in a steam boiler for power purposes. No furnace cremator is required

and no nuisance either from fumes or dust is created. We think it is upon these lines that a destructor for Indian refuse should be adapted."
—Indian Engineering.

THE GREAT PRO-BOER MEETING.

SOME IMPRESSIONS.

Being settled in the calm water of my stall (at Queen's Hall) I had leisure to look about me, says a writer in *The Outlook*. All parts of the hall were pretty comfortably filled. The orchestra groaned beneath a banked-up display of lovers of peace, not a few of them in bonnets, and stretched along its front there scribbled and chattered all that is eminent in London journalism. To booby and cat-calls and cheering and counter-cheering and feeble playing on the organ we were treated until the great ones of the evening began to arrive. We were also treated to sundry examples of the prowess and methods of the organization, who began to exercise their benevolent office of throwing people into the street long before the meeting commenced, and they went to work with such purpose that when Mr. Sauer made his appearance on the platform cheers and the waving of pocket-handkerchiefs had it all their own way. Little Mr. Labouchere turning up at length, we greeted him with tremendous enthusiasm, and he fell to business. Little Mr. Labouchere had not got more than twenty words out of his mouth before some tenacious individual in the body of the hall said "No." It was the mildest of interruptions, and simply bore reference to a question of fact. In any ordinary assemblage it would have passed without remark. Little Mr. Labouchere took no notice of it. It did not give him the smallest pause. But the "stewards" of the meeting had orders, which they were simply lusty to obey, and a flying column of at least twenty gasworkers, navvies, and Covent Garden porters swooped down upon that mild interrupter and lugged him away without ceremony.

Curiously enough, the only really reasonable and tolerant speech of all came from Mr. Sauer. He had nothing ill to say of England; he did not call Mr. Chamberlain "Judas," and he did not call Lord Milner "a despicable petty-bourgeois." He said the demand for settlement which would involve the absolute independence of the Transvaal and Orange River Colonies. "All we ask for," he said, "is equal rights and terms of peace such as can be accepted by brave men." But the meeting, though ostensibly pro-Boer, was not in Mr. Sauer's hands. It was in the hands of little Mr. Labouchere, who is nothing if not acrimonious, and the pathetic Mr. Lloyd-George, with his painful inexactitudes about the torture of little children. And, more than all, it was in the hands of a couple of cheap Socialists from Battersea and 700 "stewards" armed with bludgeons, knuckledusters, large fists, and kindred aids to peace. It was the cheap Socialists from Battersea who transformed a moderately reasonable resolution into a ridiculous and impossible one, by moving that the final words of the meeting should be a salute to the Boers of the two Republics as a brave and freedom-loving people who could accept, should be supplemented by "these terms to include the complete independence of the two Republics." And the cheap Socialists had the meeting with them, for the resolution as amended was adopted *unanimously* amid tearful yells of "Good old Battersea!" and "Another Socialist victory!"

SHOCKING DEATH OF MR. A. S. HAY.

Mr. Adalbert S. Hay, formerly United States Consul at Pretoria, and son of Mr. Hay, Secretary of State, fell from the window of the Newhaven House Hotel, at Newhaven, Connecticut, on Sunday morning, and was instantly killed, says a mail paper. The employees of the hotel say they believe that Mr. Hay was watching the workmen engaged in laying a new track in the street and lost his balance. Mr. Hay was a graduate of Yale University, and had returned to Newhaven to attend the triennial reunion. The sad news spread with rapidity, and many of his class mates had already gathered at the hotel when a Newhaven medical man arrived. This tragical occurrence has cast a gloom over the commencement of the celebrations at the university, which are now being held held. Official action will probably be taken by the university authorities. Mr. Hay, it appears, returned to the hotel between midnight and one o'clock, after spending the evening with some members of his class. He went directly to his room. A bell-boy stationed near the Chapel Street door of the hotel, heard something strike the sidewalk at about half-past two o'clock. He ran into the street, and a physician who was sent for arrived Mr. Hay was dead, his skull having been fractured. A later despatch received from Newhaven says that the mystery as to how Mr. Hay came by his death has now been fully explained. A study of Mr. Hay's condition by several physicians—among them Professor C. J. Bartlett, of Yale—convince them all that the young man was dozing at the window of his room, and that he leaned too far out and fell on to the stone pavement fifty feet below.

ON THE YANG-TSE-KIANG.

ANGLO-GERMAN COMPETITION.

INTERVIEW WITH A CHINESE CUSTOMS OFFICIAL.

Reuter's representative has had an interview with an English official in the Chinese Customs Service who has just returned home after six years' service on the Yangtze. This gentleman expressed some amusement at finding the belief prevalent in England that the Yangtze was a "British sphere." He said: "Of course the Chinese Government agreed not to alienate the Yangtze Valley to any foreign Power in the same way that the British Government would agree the Chinese Minister in London that it had no intention of alienating the Valley of the Thames, and would no doubt give a written assurance to that effect if necessary, but that does not make the Yangtze a British sphere. Manchuria is practically Russia. Shantung is German in the sense that no other nation will be allowed to exploit it for railway or mining purposes, but it cannot be described as 'German' as Manchuria is 'Russian,' inasmuch as, except in the immediate neighbourhood of Kiaochow, the Germans do not interfere in the government of the province, or dictate to the Chinese provincial authorities."

The Yangtze, however, cannot for any reason be described as British except in the sense that British trade predominates. But in this matter the Germans are beginning to run us very closely, and are more active than any other foreigners in endeavouring to compete with us in the carrying trade of that region. During last summer they put on four specially built steamers for the river traffic, and it is their avowed intention to provide sufficient boats to make a daily service up and down the river between Hankau and Shanghai. Their declared policy is to break up the pool existing between the two British lines and the Chinese

company hitherto making the river service. When I first went to the Yangtze the only steamers plying on its waters were those belonging to four British companies, and one Chinese company, but now there are two German lines and a Japanese company seriously competing. Certainly the German competition is regarded as the most serious, but it must be said that the competition is fair and above board, and it is the general opinion that there is room for both.

Recent events (he continued) have but slightly affected the Yangtze trade. The outward transit trade from Chinkiang has been affected owing to the disturbed condition of Shantung, but this is about the only result of recent political troubles. The outward and inward transit trade has decreased to a considerable extent owing to the exceptional dryness of the creeks. The export trade has shown no falling off except as regards goods brought down under an outward transit pass. But there can be no doubt that British trade still largely predominates, although, as I have said, the Germans are running us pretty close.

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1898.
Barometer 29.738
Thermometer 81.6
Humidity 83.0
Rainfall 14.210

TO-DAY.

Barometer 29.79
Temperature 83
Humidity 83
Rainfall 0.70

TO-MORROW.

Chinese—16th of 6th moon of 27th year of Kwang-su.
Sun—Rises 5hr. 33min.
Sets 5hr. 45min.
Moon—Full Moon 5hr. 10min. a.m.
High water—Morning 10hr. 0min.
Afternoon 4hr. 45min.
Low water—Morning 3hr. 22min.
Afternoon 3hr. 22min.

1556—St. Ignace Coya died.
1805—Union Dock Co., Hongkong, formed.
1875—Baron von Gumpach died at Shanghai.
1876—Execution of the Malay murderer Toply in Victoria Gaol.
1884—Fleet of the China Merchants' S. N. Co., transferred to Russel & Co.
1896—The Italian barque *Lithaire* towed into Hongkong dismasted.
1899—Fire at Tamoodori Kobe, 20 houses destroyed, 20,000 yen damages.

TO-MORROW.

Chinese—17th of 6th moon of 27th year of Kwang-su.
Sun—Rises 5hr. 18min.
Sets 5hr. 54min.
Moon—Full Moon 5hr. 54min.
High water—Morning 10hr. 45min.
Afternoon 4hr. 31min.
Low water—Morning 3hr. 55min.
Afternoon 3hr. 55min.

Lamas Day.
1894—War declared between China and Japan.
1895—Kucheng Massacre.

AGENDA.

TO-DAY.
Australian Vaudeville Company at the Theatre Royal.
TO-MORROW.
8.30 for 9 p.m.—Meeting of Zetland Lodge.

SATURDAY, 3rd.
P. & O. Co.'s steamer *Bengal* leaves for Bombay.
2.30 p.m.—Public Auction by Messrs. Hughes and Hough at No. 7 Caine Road.
SUNDAY, 4th.
Cargo ex *Bombay* subject to rent.

MONDAY, 5th.
Bank Holiday.
(About)—"New York" line steamer *Arara* leaves for New York via Suez Canal.
Cargo ex *Tamba Maru* subject to rent.
Cargo ex *Denver* subject to rent.

TUESDAY, 6th.
A. L. S. N. Co.'s steamer *Melpomene* leaves for Manila, Singapore, Bombay, etc.
Noon—Half-yearly meeting of shareholders of the Hongkong Canton & Macao Steamboat Co. at the office of the Company.

WEDNESDAY, 7th.
O. S. K. Co.'s steamer *Maiden Maru* will leave for Anping, via Swatow and Amoy.

FRIDAY, 9th.
Cargo ex *Mogul* subject to rent.
SATURDAY, 10th.
(About)—The steamer *Knight Companion* will be despatched for Portland (Or.)

MONDAY, 12th.
3 p.m.—Public Auction of Leasehold Property at Yaumati by Messrs. Hughes and Hough.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
July 22nd.

Mr. Mann is promoted to 2nd officer of the *Halting*.
Mr. Smallwood recently acting 2nd officer of the *Halting*, has gone back to the *Thales*.
Mr. W. Shiphill, 2nd engineer *Hongkong Maru*, resigned his berth at San Francisco.
Mr. H. D. Louth is appointed 2nd engineer to the same vessel.

July 23rd.
The officers of the *Tinian* (Capt. O. Anderson) are: chief officer Mr. C. Webb, 2nd Mr. A. Burn, 3rd Mr. F. Caffie, 4th Mr. D. Smyth, chief engineer Mr. J. Runcie, 2nd Mr. M. Murray, 3rd Mr. P. Macquie, Doctor, J. Baxter, M.B. chief steward, Mr. J. Wilson.

July 25th.
The officers of the steamer *Australian* (Captain P. T. Helms) are: chief, A. H. Schay, 2nd, A. W. Marshall, 3rd R. J. S. Sippe, chief engineer, A. W. Wildridge, 2nd, D. Young, 3rd, Timon, 4th P. Pickburn.

July 26th.

Mr. J. M. Wright, chief officer, *Loksang*, on leave, has rejoined his ship.
Mr. J. Duncan, acting chief officer, *Loksang*, has resumed duty as chief officer.
Mr. S. K. Gordon, acting 2nd officer, *Loksang*, has been appointed and officer, *Yiksang*.
Mr. H. Cuthbertson, from leave, has gone and engineer, *Loksang*.
Mr. J. E. Myhill, 2nd engineer, *Loksang*, is on leave.
Mr. A. A. Chalmers, chief officer, *Yiksang*, is on leave.
Mr. A. E. Mongor, 2nd officer, *Yiksang*, is acting chief officer, same steamer.
Mr. J. Lennox, chief engineer, *Shansi*, is on shore duty.
Mr. P. Ulair, 2nd engineer, *Wenchow*, is transferred to the *Pekin*.
Mr. D. Peebles, supernumerary 3rd engineer, *Pekin*, is appointed 2nd engineer, *Wenchow*.
Mr. H. Copeland, *Chungang*, has been appointed 2nd engineer, *Peking*.
Mr. F. Brice, 3rd engineer, *Chilli*, is on leave.
Mr. G. Paxton, 3rd engineer, *Miu*, has been transferred to the *Chilli*.

July 31st.

Mr. Walker, 2nd officer s.s. *Wingsang* is on leave.
Mr. Weare, late of the *Taisang* is appointed 2nd officer of the *Wingsang*.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Massilia*) 2nd prox.
Canadian (*Tartar*) 3rd prox.
American (*Loric*) 6th prox.
Australian (*Eastern*) 6th prox.
German (*Prinzess Irene*) 6th prox.
German (*Stuttgart*) 7th prox.
American (*Nippon Maru*) 14th prox.
Canadian (*Empress of India*) 20th prox.

The H. A. L. steamer *Sibiria* from Hamburg, left Singapore for this port yesterday and may be expected here on or about the 4th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* left Vancouver on the afternoon of Tuesday, 30th inst., for Hongkong via the usual Ports of call.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Shanghai at 11 p.m. on Monday the 29th inst., and leaves again at 9.30 p.m., to-day for Hongkong where she is due to arrive at 7 a.m., on Saturday the 3rd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Hongkong Maru at Kowloon Dock.
Sishan " " " "
Y. Sionan " " " "
Canton River " " " "
Likim " " " "
Zaire " " " "
Sungking " " " "
Colombes Cosmopolitan " "
Taihan " " " "

PASSED THE CANAL.

Outward—10th July—Pisa, 12th July—*Idomeneus*, *Sirathord*, *Yangtze*, *Yarra*, 16th July—*Glenisiel*, *Shinano Maru*, *Princess Irene*, *Satsuma*, 19th July—*Angulatia*, *Sanuki Maru*, *St. Andrews*, *Rein*, *Styentien*, 26th July—*Willenberg*, *Ajax*.
Homeward—25th July—*Canton*, *Preussen*, *Silvia*, and *July*—*Calchas*, *Ceylon*, *Laos*, *Inaba Maru*, 5th July—*Afridi*, 9th July—*Hamburg*, 16th July—*Dardanus*, *Natal*, 26th July—*Sydney*.

Arrivals at Home—16th July—*Hamburg*, *Suevia*, 19th July—*Ulysses*, *Segovia*, 26th July—*Glenisiel*.

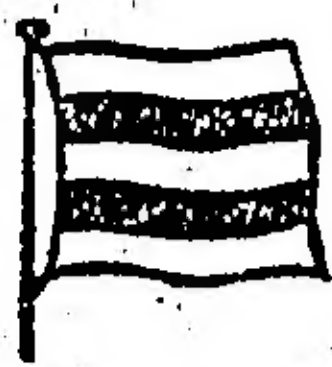
Shipping.

Arrivals.
MOGUL, British steamer, 2,354, D. S. Bailey, 30th July—Singapore 24th July, General.—Dodwell & Co., Ltd.
SULLBERG, German steamer, 732, J. Jensen, 30th July—Canton 30th July, General.—Siemssen & Co.
HAILQONG, British steamer, 876, H. Bathurst, 30th July—Hoihow 29th July, Rice, Sugar and General.—Jardine, Matheson & Co.
HOLSTEIN, German steamer, 1,120, M. Island, 31st July—Singapore 24th July, Sugar.—Order.
HANOT, French steamer, 768, Merless, 31st July—Haiphong and Hoihow 30th July, General.—A. R. Marty.
TELEMACHUS, British steamer, 1,379, J. Williamson, 31st July—Saigon 27th July, Rice.—Chinese.
MARA KOLB, German steamer, 2,760, G. Krafft, 31st July—Moji 25th July, Coal.—Jeffries & Co.
ON SANG, British steamer, 1,787, Davis, 31st July—Moji 24th July, Coal.—Jardine, Matheson & Co.
TAI CHEONG, German steamer, 824, Ahrens, 31st July—Mauritius 8th July, and Singapore 24th, Sugar.—Meyer & Co.
VICTORIA, Swedish steamer, 989, J. A. Hillberg, 31st July—Sourabaya 21st July, Sugar.—Chinese.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------|--|-------------------------------------|
| TAMBA MARU | KOBE and YOKOHAMA | TO-MORROW, 1st August, at Daylight. |
| TOSA MARU | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA | MONDAY, 5th August, at 4 P.M. |
| SADO MARU | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 9th August, at Daylight. |
| MIKE MARU | MOJI, KOBE and YOKOHAMA | TUESDAY, 13th August, at Noon. |
| KAMAKURA MARU | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA | MONDAY, 19th August, at 4 P.M. |
| SANUKI MARU | KOBE and YOKOHAMA | FRIDAY, 16th August, at Daylight. |
| KAWACHI MARU | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 23rd August, at Daylight. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 30th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|----------------------------------|
| HONGKONG MARU (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Saturday, 3rd Aug., at Daylight. |
| NIPPON MARU (via Shanghai, Inland Sea, Yokohama & Honolulu) | Saturday, 24th Aug., at Noon. |
| AMERICA MARU (via Shanghai, Inland Sea, Yokohama & Honolulu) | Tuesday, 17th Sept., at Noon. |

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd August, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 31st July, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES OF THE UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 3rd August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th July, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

| Steamers. | Tons. | Captains. | Proposed Sailings. |
|--------------|-------|-----------|--------------------|
| Tacoma | 2,811 | J. Alwen | Aug. 6 |
| Braner | 3,601 | W. Watt | Aug. 27 |
| Duke of Fife | 3,821 | J. S. Cox | Sept. 10 |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK, in 43 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA TO DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 22nd July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-------------|-----------------|
| "HUDSON" | about 3rd Aug. |
| "HEATHBURN" | about 15th Aug. |
| "JUPITER" | |
| "MUGUL" | |
| "KURDISTAN" | |
| "SATSUMA" | |
| "LENNOK" | |

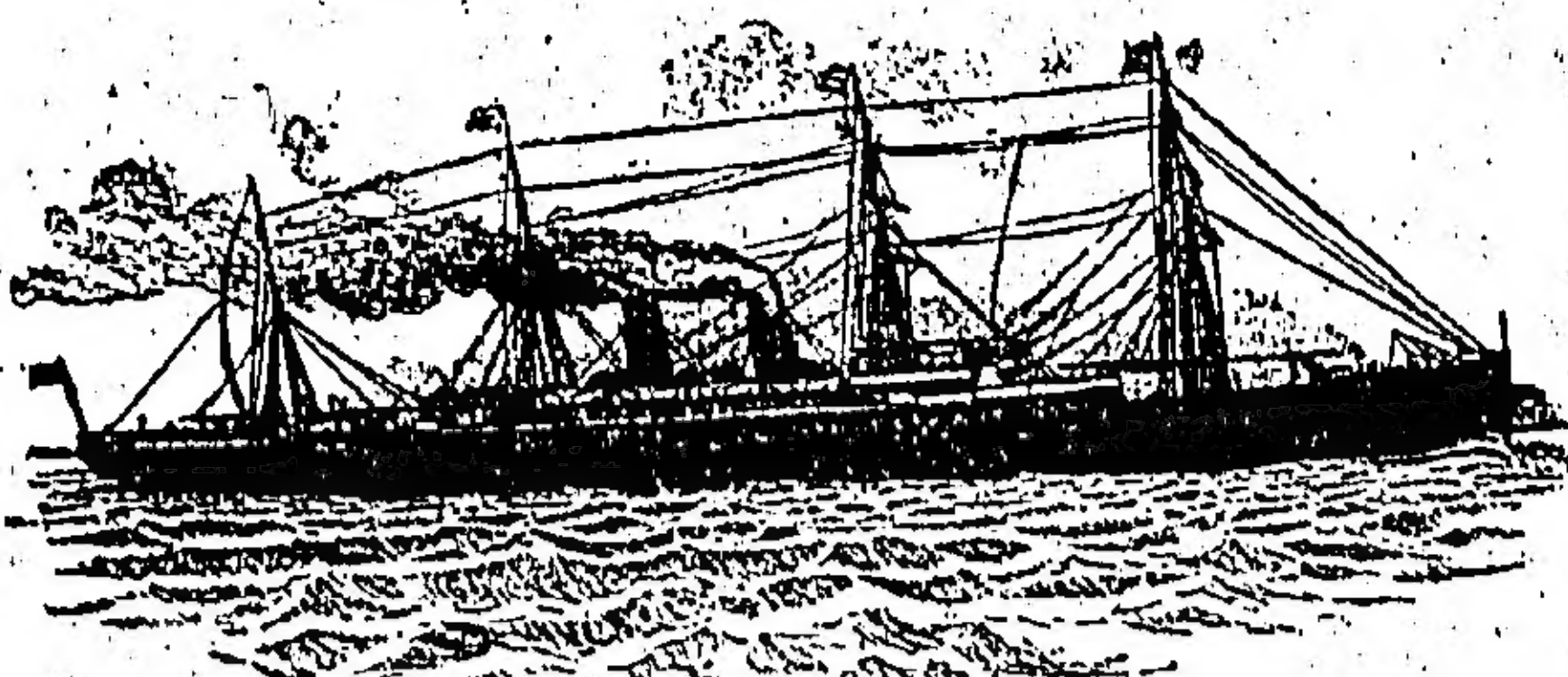
For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 24th July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|-----------------------------------|
| "CHINA" | TUESDAY, 6th August, at Noon. |
| "DORIC" | THURSDAY, 15th August, at Noon. |
| "PEARU" | SATURDAY, 31st August, at Noon. |
| "COPTIC" | TUESDAY, 10th September, at Noon. |
| "CITY OF PEKING" | TUESDAY, 24th September, at Noon. |
| "GAELIC" | WEDNESDAY, 2nd October, at Noon. |

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

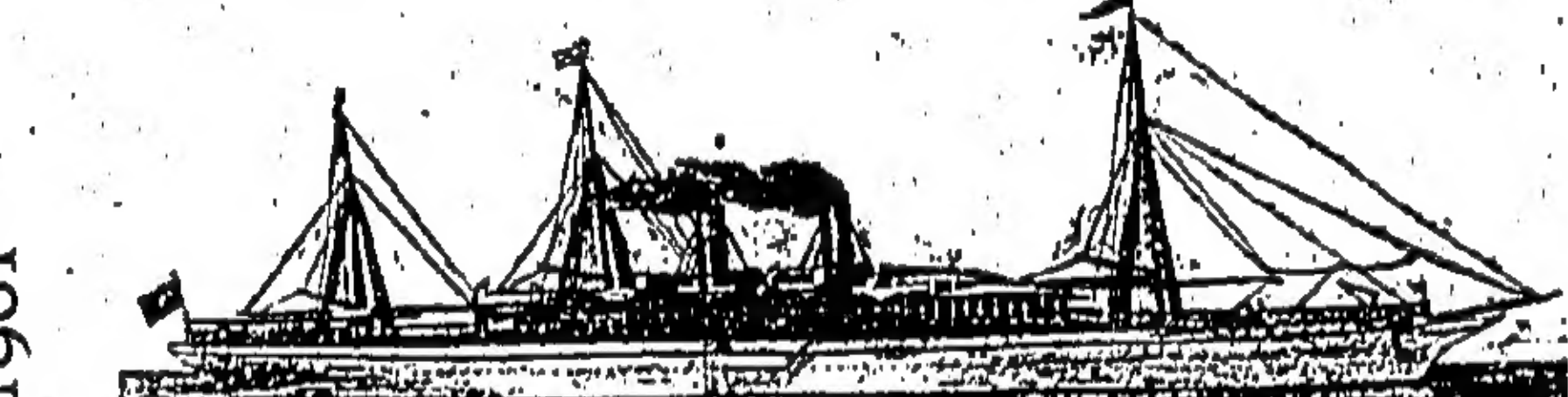
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.) NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------|-------------------------------------|----------------|
| ACILIA | HAVRE, BREMEN and HAMBURG. | 9th August. |
| ALEXANDRIA | (Calling at SINGAPORE and COLOMBO). | 27th Aug. |
| SIBIRIA | (Calling at SINGAPORE and PENANG). | 10th Sept. |
| ANDALUSIA | HAVRE and HAMBURG. | 21st Sept. |
| ARABIA | (Calling at SINGAPORE and PENANG). | 5th October. |
| ARAGONIA | HAVRE and HAMBURG. | |
| Forst | (Calling at SINGAPORE and COLOMBO). | |

NEW YORK VIA SUEZ CANAL. End of August or beginning September.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 27th July, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|----------------------|-------------|-------------|
| MANILA | "SUNGKIANG" | 3rd August. |
| FOOCHOW and SHANGHAI | "WHAMPOA" | 7th August. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 31st July, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

| FROM | STEAMERS. | Due. |
|-----------------------|------------|----------------|
| GLASGOW and LIVERPOOL | "TANTALUS" | 1st August. |
| " " | "DOMENEUS" | 7th August. |
| " " | "ORFEDUS" | 13th August. |
| " " | "AJAX" | 20th August. |
| " " | "TYDEUS" | 26th August. |
| " " | "PYRRHUS" | 4th September. |

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--------------------|-------------|----------------|
| LONDON | "DEUCALION" | 6th August. |
| " " | "PELEUS" | 20th August. |
| " " | "STENTOR" | 3rd September. |
| LIVERPOOL (DIRECT) | "PATROCLUS" | 10th August. |

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 31st July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 2nd August, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 4th August, at Noon.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

MANILA, SINGAPORE, BOMBAY, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE."

Captain Matcovich, will be despatched as above on TUESDAY, the 6th August, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 29th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION,"

between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"

will be despatched for PORTLAND (OR.) on WEDNESDAY, the 7th August, at 3 P.M.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent,

or to

SHEWAN, TOMES & CO.

Hongkong, 30th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU."

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 7th August.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the above Port, on or about the 5th August.

To be followed by the

Intimations.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations—and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR MERCHANTS.

DIRECT IMPORTERS:

ALHAMBRA CIGAR, "KIRIN" BEER, HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

14th October, 1898.

NOTICE.

THE Offices of the Undermentioned will be REMOVED to NEW VICTORIA HOTEL BUILDING, corner Queen's Road and Ice House Street on the 1st August.

GODDARD & DOUGLAS.

Hongkong, 13th July, 1901.

G. GIRAUULT

6, QUEEN'S ROAD CENTRAL.

ARRIVAL of the LATEST PRESERVED AMERICAN DAINTIES.
Just Opened, Call and Inspect, Best quality, direct from the Factory.

Hongkong, 25th June, 1901.

A. LING & Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)

QUEEN'S ROAD CENTRAL.

Speciality:

FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT

SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS. STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for Hongkong and the

EMPIRE OF CHINA—

WATKINS, LIMITED,

APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

14

LEWY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST

in QUEEN'S ROAD,

Watson's Building.

24

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 24th September, 1898.

BOARD RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 23rd July, 1901.

781c

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

No. 12, Beaufort

Arcade,

Opposite the City Hall.

Hongkong, 30th April, 1900.

41

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOMETERS.

TRADE MARKS:

MAXIM, BERN, &c.

REPAIRS OF WATCHES AND CLOCKS

by competent European experts at

Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901.

1526c

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJENS' GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

A. O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

WINE, STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

38

SANTAL MIDY

Relieves the scal-

ding pain at once

and

CURES

all discharges from

the genito-

urinary or-

gans in either

sex in

48 HOURS

Santal-Midy

is a

specific

for

Syphilis

Cystitis

and

all other

inconveniences

Beware of imitations

Each tiny Capsule

bears the name

SANTAL MIDY

4, RUE VIVienne, PARIS

24

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 27th July, 1901.

1797c

For Sale.

FOR SALE.

THE German Steamer

"MUENCHEN,"

4,536 tons gross, 2,855 tons net,

as she now lies in the COSMOPOLITAN DOCK

at Kowloon, Hongkong, in damaged condition,

with all her gear, tackle, engines, boilers,

machinery and appurtenances now on board.

For Particulars and Inspecting Order, apply

to

MELCHERS & CO.,

Agents,

NORDEUTSCHER Lloyd,

Hongkong, 28th June, 1901.

679c

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS,

Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

1565c

To be Let.

TO LET.

(From 1st August next).

No. 3, ORMSBY TERRACE.—KOWLOON.

Apply to

PUN HUNG,

85, Queen's Road Central.

Hongkong, 17th July, 1901.

1761c

Intimations.

THE PROBLEM SOLVED!

WHERE TO STAY IN KOREA?

STATION HOTEL,

SEOUL, KOREA.

CLOSE TO TERMINAL PLATFORM.

DO NOT ALIGHT AT SOUTH GATE.

The only Hotel in Korea where every

detail is under the direct

personal supervision of the

Proprietors. Large open

space. Quiet, healthy

situation, away from

the blare of mili-

tary display.

Every accommodation for visitors. Excellent

cuisine. Terms moderate. Guides can

be obtained for visiting the places of in-

terest in and around Seoul. Our

own men meet all trains and

take charge of visitors' luggage.

Tiffins, dinners and suppers

provided on the

shortest notice in private rooms.

EXTRA INDUCEMENTS TO PERMANENT

BOARDERS.

SPECIAL TERMS TO MISSIONARIES.

W. H. EMBERLEY,

Proprietor.

754c

NOTICE OF REMOVAL.

WM. DANBY, M. INST. C. E.

to

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901.

1805c

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES

FLUID

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1897.

17

SIEN TING,

SURGEON DENTIST,

No. 14, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 29th September, 1898.

39

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

8c

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

116c

STEAMERS EXPECTED.

Names.

From.

Date.

Tantalus

Singapore

To-morrow

Massilia

Singapore

Aug. 2nd

Tartar

Singapore

Aug. 3rd

Centurion

Singapore

Aug. 4th

Sibiria

Singapore

Aug. 5th

Bormida

Singapore

Aug. 6th

Yangtze

Singapore

Aug. 6th

Dorchester

Japan

Aug. 6th

Princess Irene

Singapore

Aug. 6th

Eastern

Port Darwin

Aug. 6th

Stuttgart

Japan

Aug. 7th

Mike Maru

Bombay

Aug. 9th

Nippon Maru

San Francisco

Aug. 14th

Empress of India

Vancouver

Aug. 20th

We would direct the attention of shipping firms to the

style in which "Steamers Expected" and "Projected Sailings"

The Share Market.

LATEST QUOTATIONS.

(July 31st).

Companies.

Paid up

Capital.

Latest

quotation.

Banks.

Hongkong & Shang-

hai Banking Cor-

poration

The Bank of China

The Bank of Japan

The Bank of China

The Bank of Japan

The Bank of China

The Bank of Japan

The Bank of China

The Bank of Japan

The Bank of China

The Bank of Japan

The Bank of China

The Bank of Japan